



Carey McWilliams

shortly after they were married.

"1900." It is not surprising, then, that in the 10, 1901, issue, the newspaper stated that McWilliams has just received one of the rubber-tired buggies ever to reach Routt. In color it is a fast red . . ." Williams, who in fact was feeling his oats, ended in the *Sentinel* that:

McWilliams guarantees to dispose of any property placed in his hands within thirty days. In a trial and see what he can do for you.

A successful man is sure to evoke the envy of a few of his contemporaries, and among Williams' detractors there were some who thought that the position of the last two words in the advertisement should have been reversed.

While McWilliams was busily cultivating his interests. According to the July 19, 1901

Williams and Ed Aultman have started a

and do a sweaty day's work. Jerry McWilliams was plowing a few days ago when a gigantic sagebrush struck him in the eye. He suffered terrible pain for some days, and had to put the injured optic in a sling.

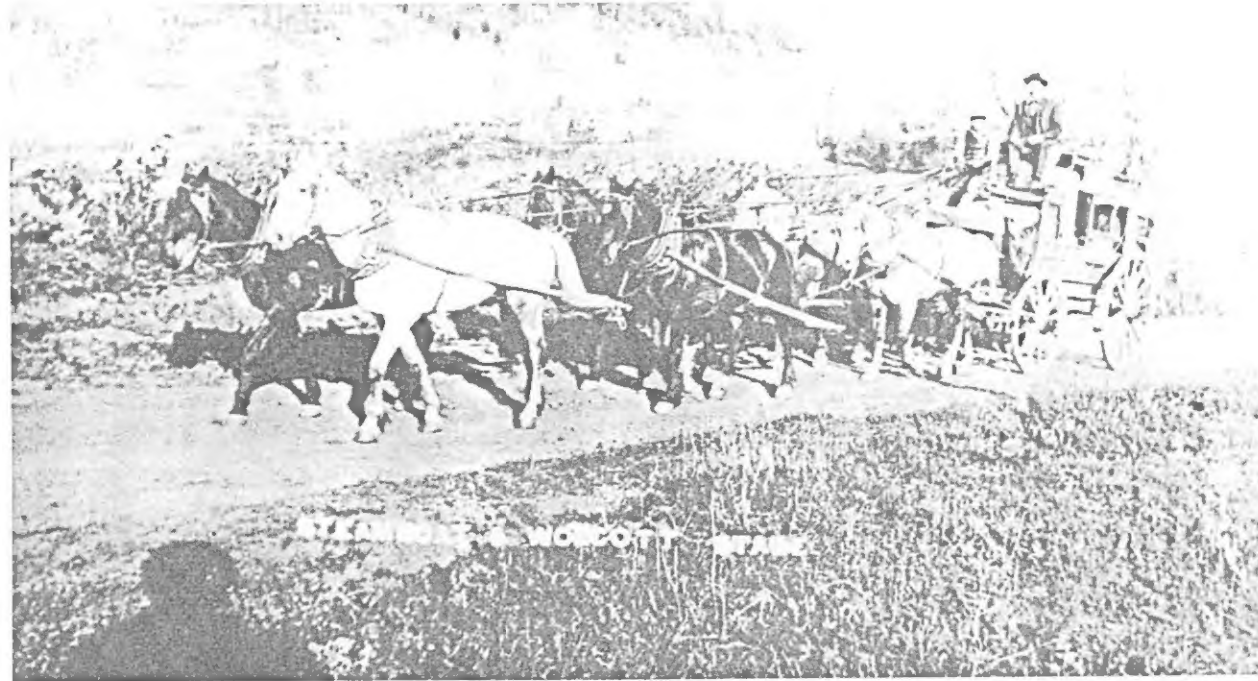
And always there were cattle:

Jerry McWilliams passed through town on Monday from the range below Steamboat with a fine bunch of steers which have wintered mostly on wild hay, the kind that is far superior to timothy in putting on fat . . .

Shortly after the turn of the century, McWilliams took two personable young Southerners, Elliott M. and Joshua G. Houston, as partners in his real-estate business. From 1905 until 1914 my father was cashier and a vice president and director of the Milner Bank and Trust Company in

tomarily found in an active business office. The larger area, which might be likened to a foyer, contained ten or a dozen captain's chairs ranged along the wall, with a big brass radiator between every second chair, above which elk, deer, and antelope heads and a stuffed duck or two hung on the wall. In the big display windows, various prize-winning specimens of agricultural produce—barley, oats, wheat, and alfalfa tied in neat sheaves—testified to the richness of Routt County soil.

Because of his long association with the bank, my father was acquainted with virtually everybody in the county, as was Jerry McWilliams. Their office was Steamboat Springs headquarters and a favorite loafing place for local as well as out-of-town cattlemen and ranchmen. I was a boy at the time, with a boy's sovereign detachment



Eva Waterhouse DeKraay

Stagecoach with six up pulling out of Steamboat Springs for Wolcott on the Denver, Rio Grande and Western Railroad.

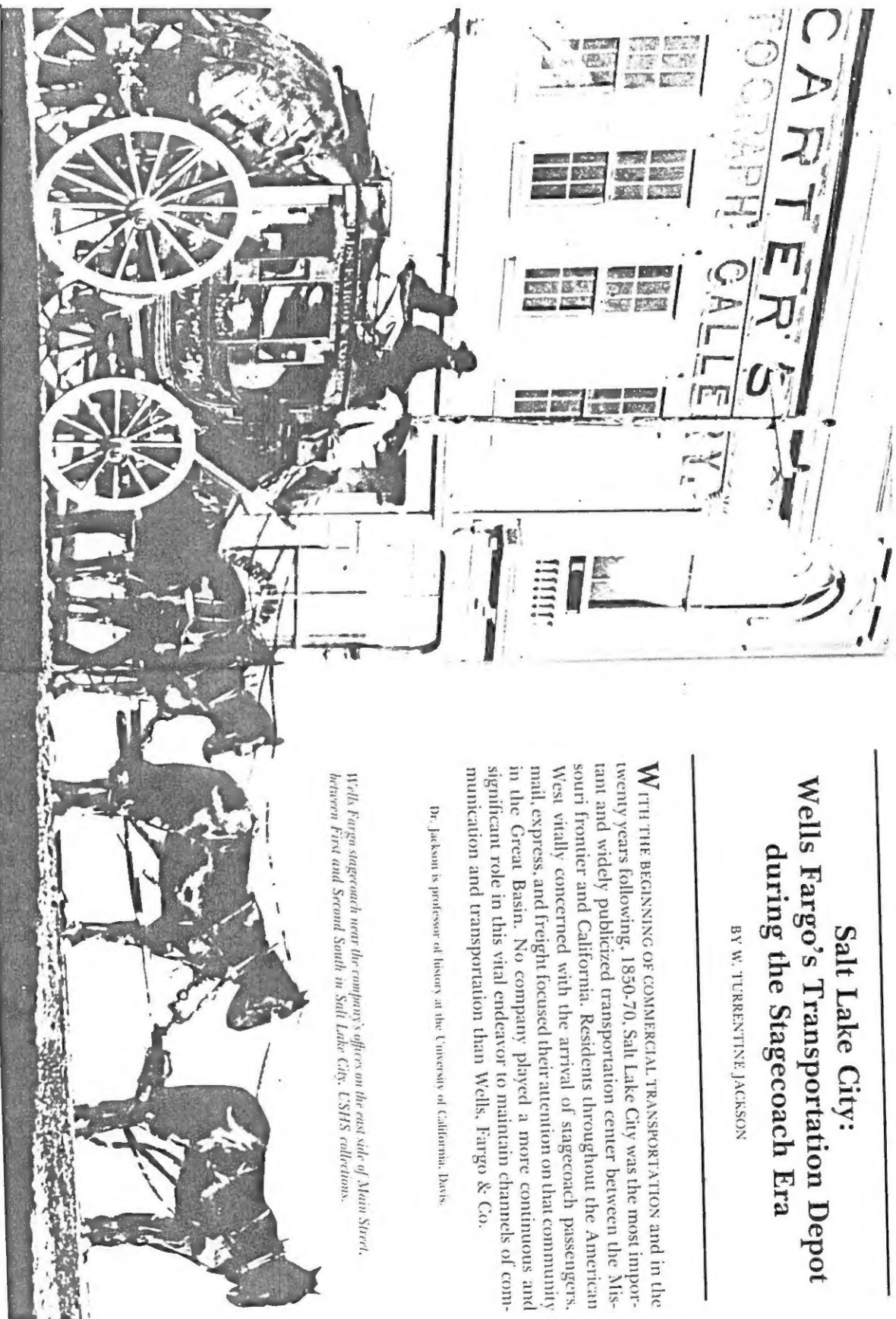
Salt Lake City: Wells Fargo's Transportation Depot during the Stagecoach Era

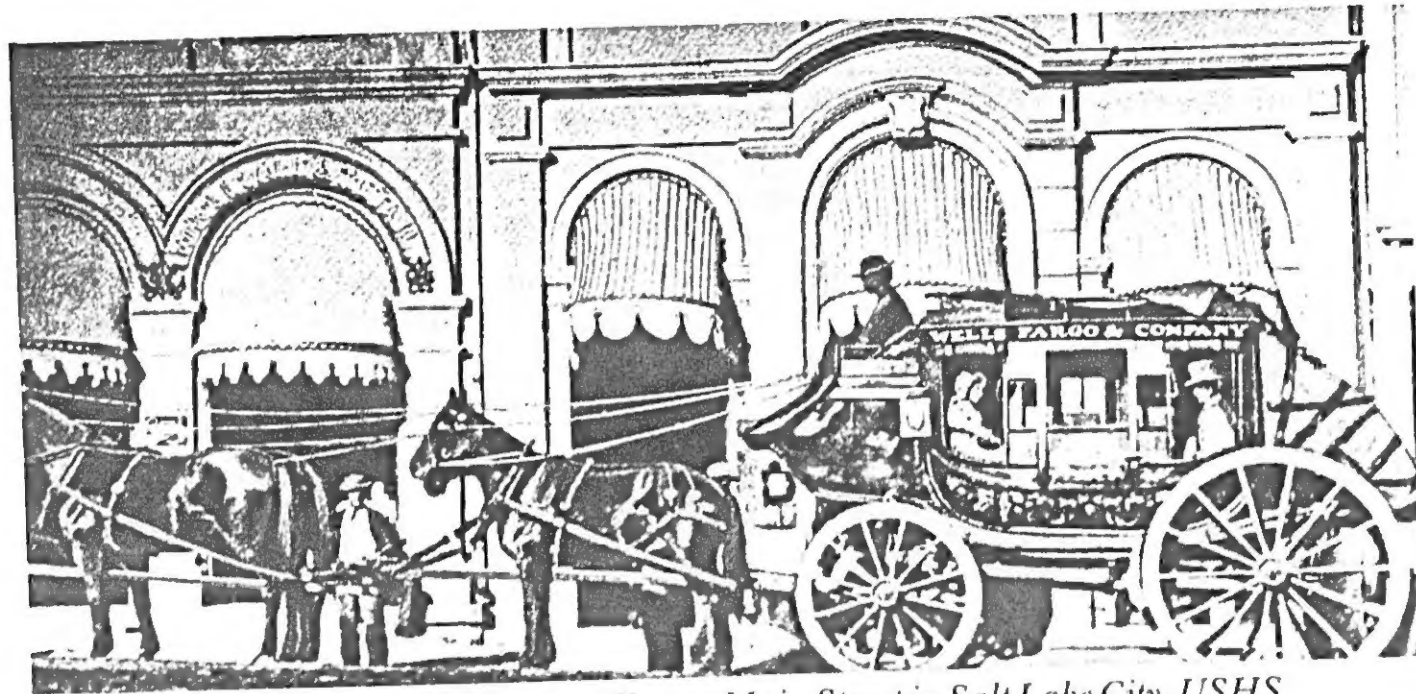
BY W. TURRENTINE JACKSON

WITH THE BEGINNING OF COMMERCIAL TRANSPORTATION and in the twenty years following, 1850-70, Salt Lake City was the most important and widely publicized transportation center between the Missouri frontier and California. Residents throughout the American West vitally concerned with the arrival of stagecoach passengers, mail, express, and freight focused their attention on that community in the Great Basin. No company played a more continuous and significant role in this vital endeavor to maintain channels of communication and transportation than Wells, Fargo & Co.

Dr. Jackson is professor of history at the University of California, Davis.

Wells Fargo stagecoach near the company's offices on the east side of Main Street, between First and Second South in Salt Lake City. USHS collections.

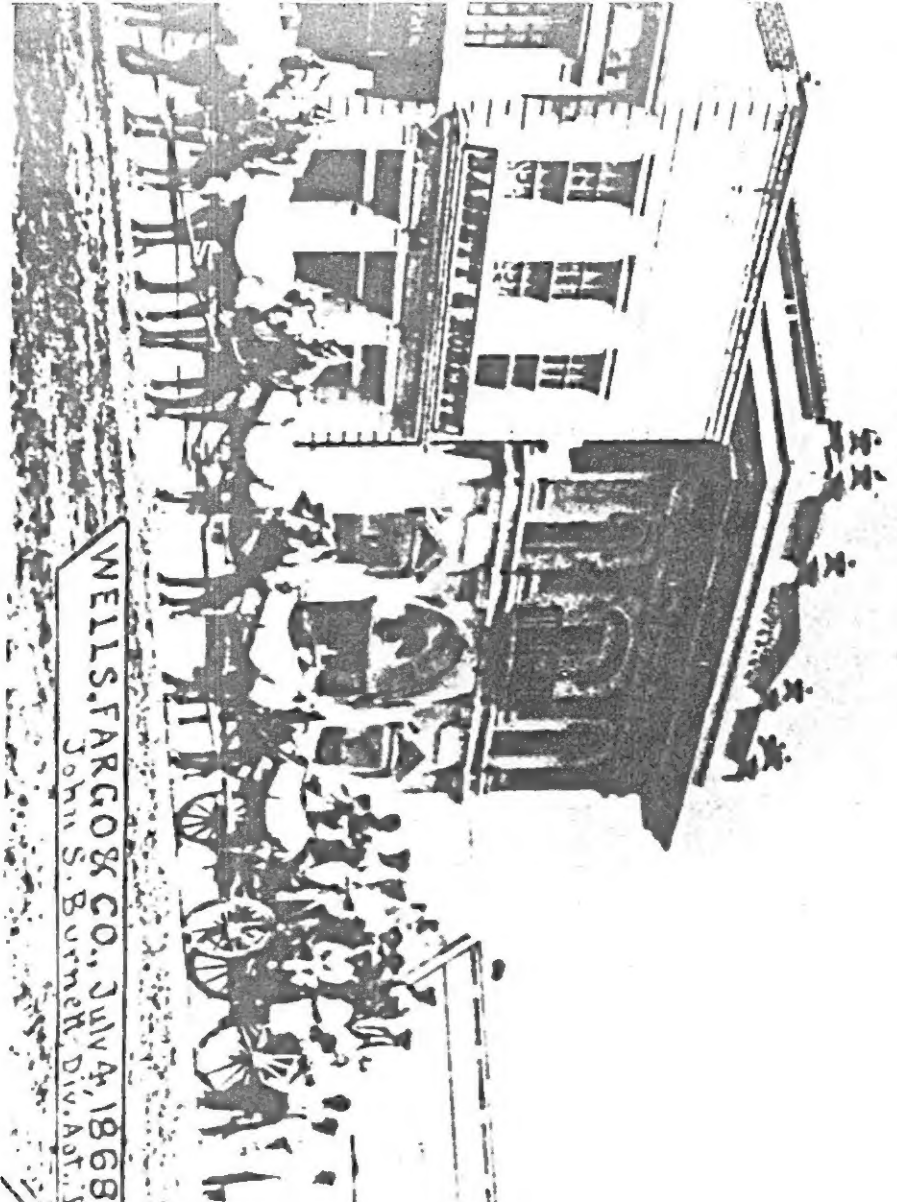




Stagecoach in front of Wells Fargo's office on Main Street in Salt Lake City. USHS collections.

With the coming of the Civil War the spotlight controlled by those concerned with overland communication and transportation was again focused on Salt Lake City. The secession of the southern states precluded the operation of the mail route through Texas, and the exigencies of the war dictated that a *daily* mail service was needed to bind the communities in the Great Basin and on the Pacific Coast more closely with the Union. The big question was which company would obtain the contract. Russell, Majors, and Waddell, partners in the Central Overland California and Pike's Peak Express Company, had hoped to obtain the contract, having established the Pony Ex-

figure agreed upon was \$1,750,000. Once again the press extortion and described the transaction as an outrage. Congressional investigation by the Committee on Public Ex-



WELLS, FARGO & CO., July 4, 1868.
John S. Burnett, Div. Asst.

Published in the July 4, 1868, parade in Salt Lake City. USHS

Benton, only 370 miles from Salt Lake City. is expected, only occupy three days from the suggested the *Telegraph*.³¹

On October 1, 1868, Wells, Fargo & Co. deliver the mails between Salt Lake City and Lockwood. The *Idaho Tri-Weekly Statesman* reports the departure of Wells Fargo's division agents. stages belonging to the company: "We are in association of these gentlemen. . . . We learn Salt Lake, and from thence to other fields assigned them by the company."³²

Wells, Fargo & Co. engaged in fast and tions in 1868 between the railroad termini and in Nevada, Montana, and Colorado. By January stages began leaving Salt Lake City at 4 A.M. Union Pacific at Evanston. The trip took sleighing was good and then it could be reduced.

On the overland route west of Salt Lake, under contract to Wells Fargo, located a

²⁹ Jackson, *Wells Fargo Staging* in Montana Territory, p. 30. *Salt Lake Daily Reporter*, July 20 and 25, 1868.

³¹ *Salt Lake Telegraph*, July 20, 1868.

³² W. Turrentine Jackson, "Wells Fargo & Co. in Idaho Demise of Staging," *Idaho Yesterdays* 26 (Winter 1983): 10-11; *Idaho* 1868.

³³ *Salt Lake Reporter*, quoted in the *Weekly Montana Democrat*.

clear that there would be an increase of several hundred percent on the amount of mail the contractor would have to carry. The lowest bidder refused to undertake the contract. Soon it was obvious that only Wells Fargo had the equipment and facilities to undertake the new volume of mail that had increased from 600 to 4,000 pounds daily. The figure agreed upon was \$1,750,000. Once again the press wrote of extortion and described the transaction as an outrage.

A congressional investigation by the Committee on Public Expenditures concluded that it was the Congress, not the postmaster



Wells Fargo participated in the July 4, 1868, parade in Salt Lake City. USHS collections.

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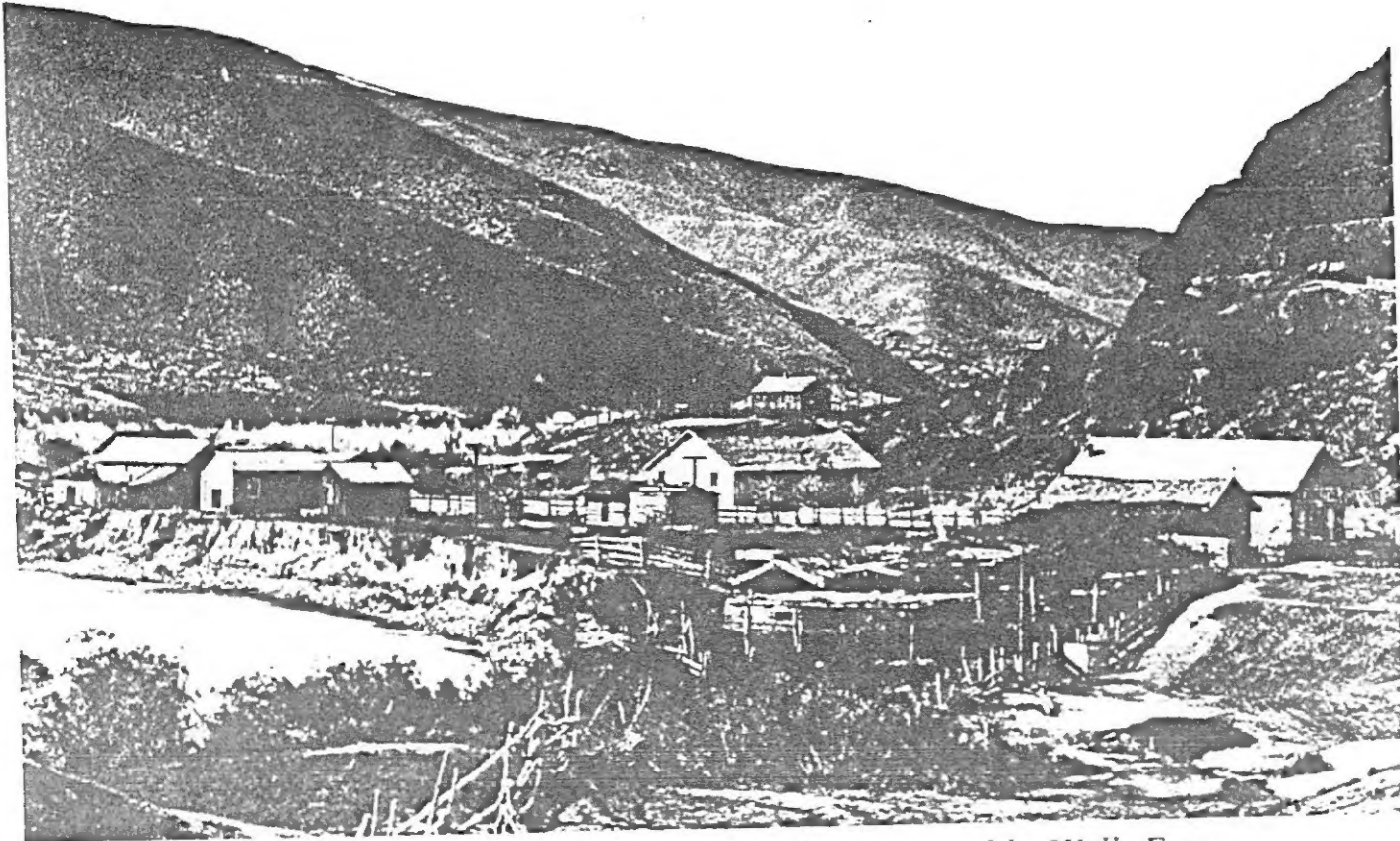
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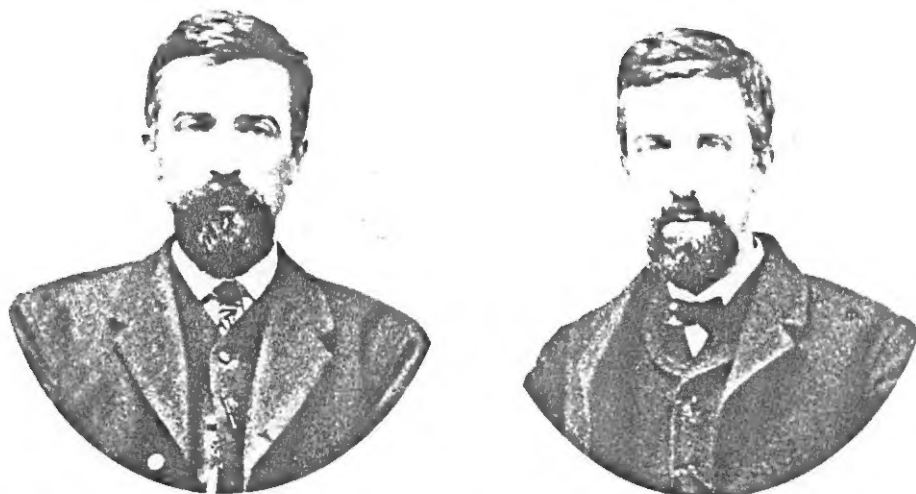
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³³ Salt Lak



*The Echo Canyon stage station east of Salt Lake City was used by Wells Fargo.
USHS collections.*

stagecoach network fashioned at the time of the "grand consolidation."³⁸ The company sold its stage lines in Utah and Montana to J. T. Gilbert and O. J. Salisbury on August 1, 1869.³⁹ A few days later, August 18, came the terse announcement that Wells, Fargo & Co. had sold their repair shops and office buildings that originally cost \$15,000 to Brigham Young for \$30,000. Wells Fargo officials



Nat Stein, left, and his brother Aaron Stein, right, were popular with Utahns when they ran Wells Fargo's Salt Lake operations. Courtesy of Wells Fargo Archives, San Francisco.

Placerville. He also managed the Pioneer Stage Company and served as a director of the Placerville and Sacramento Valley Railroad. Tracy was elected city treasurer and in 1863 chosen mayor of Placerville. When Wells, Fargo & Co. selected him to go to Salt Lake City, the *Mountain Democrat* stated, "We have always regarded him as one of the fixtures of Placerville — as one of her most popular and cherished citizens, and we cannot part with him without a feeling of sadness and sorrow."⁴⁴ From Salt Lake City T. F. Tracy had supervisory control of Wells Fargo's Overland Express, that portion of the business that extended eastward from Salt Lake City to Omaha, Nebraska, and northward into Montana and Idaho, and his movements and the information provided by him about the status of transportation were found in nearly every issue of the Salt Lake papers.

The Salt Lake agency included several additional employees. The chief clerk, Henry D. Sherwood, took a leave of absence to go to Colorado in search of improved health in July 1869, and Wells Fargo, always ready to transfer personnel, sent for H. P. Parsons, the agent in Virginia City, Montana, to substitute. Soon Nat Stein arrived in Salt Lake to take over so Parsons could return to his post.

⁴⁴Robert D. Livingston, "The Three Tracy Brothers," *Western Express* 13 (October 1973): 3-5.

Wells Fargo's Transportation Depot

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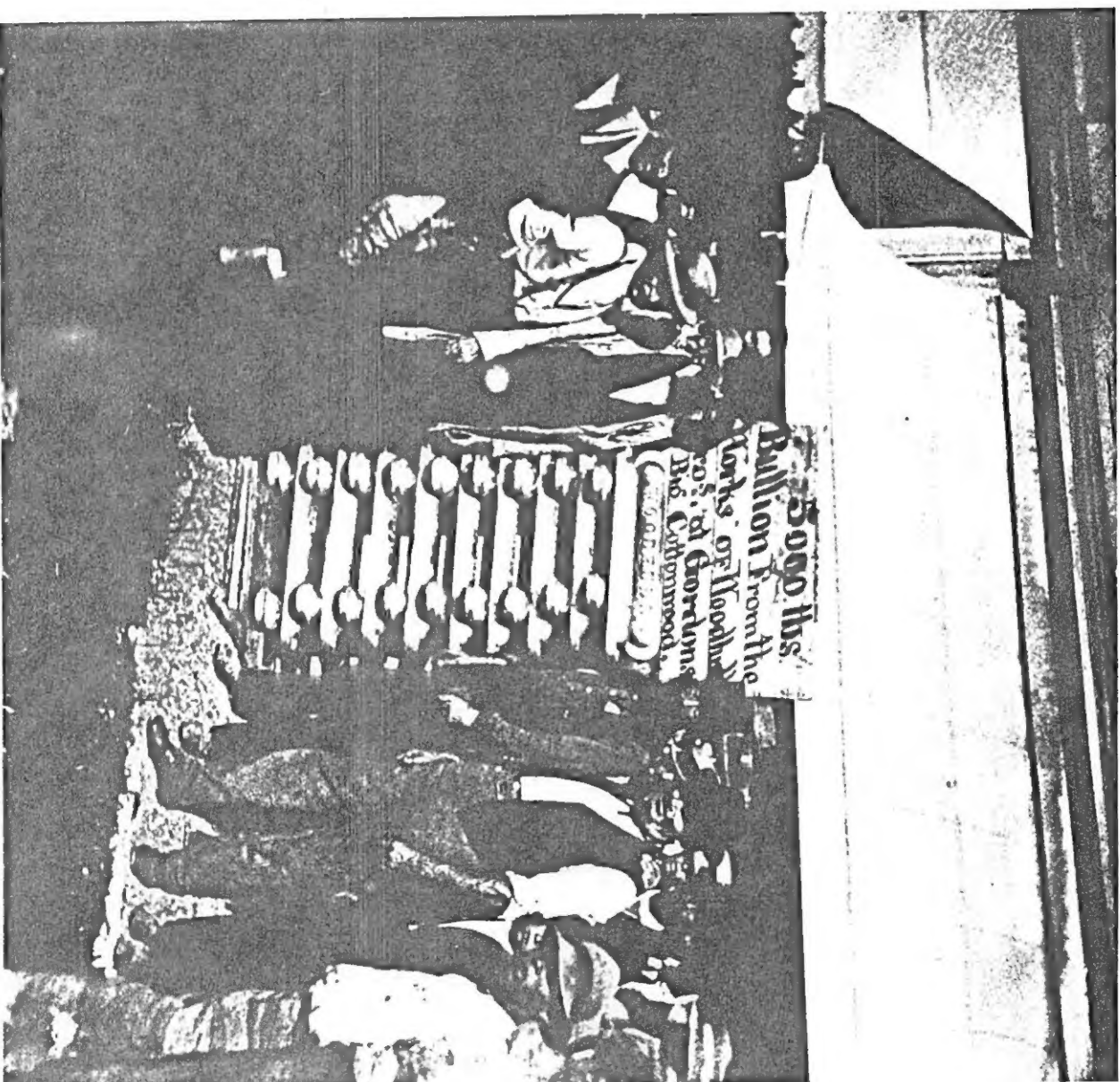
The Deep Creek station near the Utah-Nevada border was painted by Utah primitive artist Francis L. Horspool. This part of the state remains isolated and not easily accessible even today. USHS collections.

doned his stage at Fort Bridger and hitched his horses to a bobsled in hopes of making it through the snow to Muddy Station en route to Salt Lake City. A search party found him almost frozen by the side of the road, and six weeks later both his feet were amputated.⁵⁵ Spring brought the hazards and inconvenience of floods. In April 1868 mail

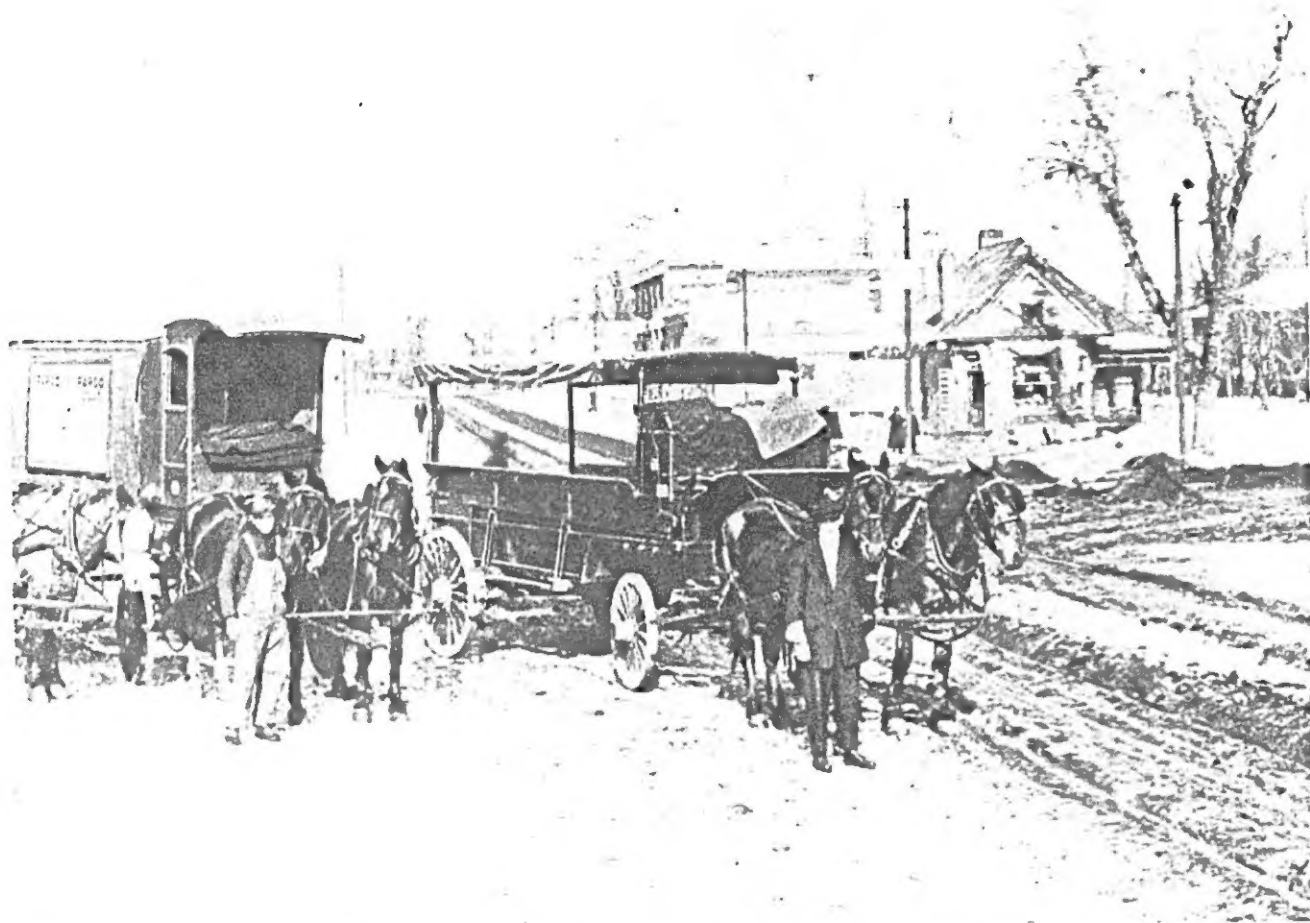
that the division agent telegraphed any passengers on the Lake City coach occurred days behind time because of the company announced that it would not send men to protect the stations between Denver and Salt Lake City. The Denver printed a telegraphic notice that "more than gnats at buffalo time."⁷⁶ The company continued to operate on the same schedule. The army Indians attacked one of the messengers and the stagecoach was held in Denver. The black for the procession, and the officials and their wives.⁷⁷

image of Wells Fargo in the United States responsible for creating the myth of the hundreds of thousands of gold and silver. From their viewpoint and the reality and no one has taken on a mythical image and prejudices of our own time.

Continuous activity of Wells, Fargo and Company should note that in addition to the company maintained a branch office in Virginia City, California, providing services in the Salt Lake City, Holladay and Halsey's branch offices in the United States mail.



A crowd gathered in front of Wells Fargo to look at 5,000 pounds of bullion from a mine in Big Cottonwood Canyon ca. 1870. Courtesy of Wells Fargo Archives, San Francisco.



Wells Fargo wagons in Salt Lake City, ca. 1915. Courtesy of Wells Fargo Archives, San Francisco.

regret at Dooly's departure, praising him in glowing terms and emphasizing that he was in no way involved in any malfeasance but that as chief administrative officer he was officially responsible.⁹⁶

Deposits in the Wells Fargo Bank that had reached approximately \$10,600,000 just prior to the scandal dropped slightly by the end of the year. However, public confidence in the bank was not shaken, for by the end of 1902 deposits again totalled over \$10

Wells Fargo's Transportation

On the heels of this reorganization was the sale of part of a larger corporate plan to sell the Salt Lake branch to a \$50,000 bonus for good will. To operate an express business, the government forced the consolidation of express companies into the Caldwell, company president and secretary of state that Wells Fargo of Utah, from and after that

A dozen years after the sale of Salt Lake City the *Deseret* West:

Wells Fargo & Co. was a fifty years ago, and now the farming communities of the region.

Then the newspaper quoted on pages fifty years earlier:

The great benefit of that region of the west in particular is recognized by every journeyman to the great mass of testimony, immense and incalculable means by which hundreds of thousands have been kept in communication.

With these comments the bank acknowledged in the state of difficult moments, had p

throughout the United States or with the company's branch in London; money orders could be handled by telegraph; and, not to forget its past, the company was still giving "special attention to the purchase and sale of ores and bullion."⁸⁸

Several changes were made in the depression year 1893. The express office of Wells Fargo was moved to 58 West Second South with A. G. Clark as agent; John Dooly continued as cashier of the bank but had also become the president of the Utah Title Insurance and Trust Co. For emphasis the company's advertisement was printed on purple paper.⁸⁹

Wells Fargo's banking business began to boom at the end of the 1890s. John Dooly engaged in correspondence with J. T. Hammond, the Utah secretary of state, and systematically filed a statement of condition at the end of each calendar year. Assets for the whole bank, including the amount of loans, bonds, stocks, and warrants, real estate, furniture, and funds due from other banks and bankers, were enumerated. On the liability side of the ledger were the paid up capital, deposits, surplus, and undivided profits. The total of the balance sheet increased yearly, rising from \$15,508,700 in 1898 to \$16,814,532 in 1899 and \$17,915,490 in 1900. The surplus fund was stabilized at \$5,750,000, but the undivided profits



John E. Dooly, cashier of Wells Fargo Bank in Salt Lake City. From *Utah, the Inland Empire*.

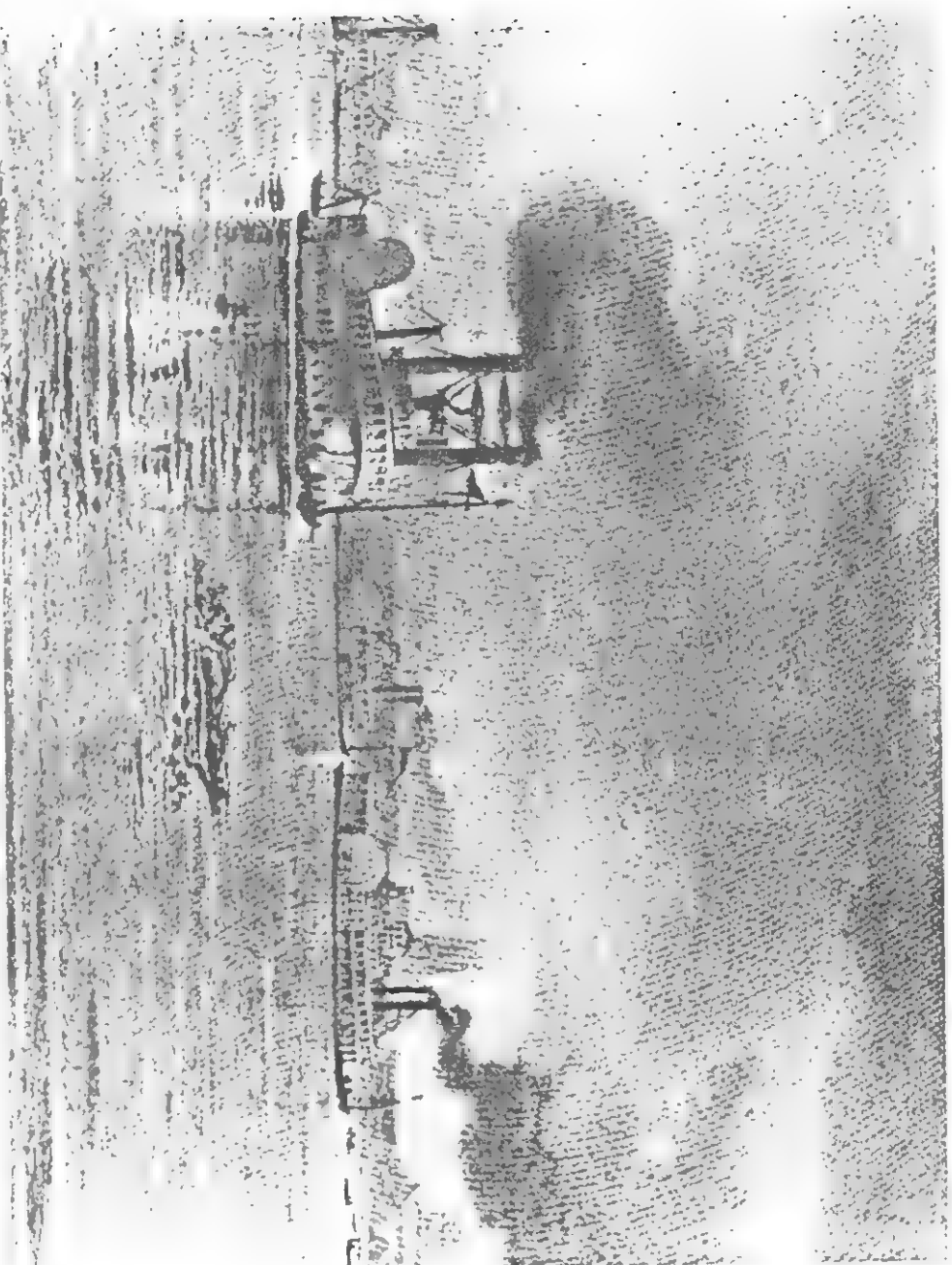
steadily rose every year from \$780,657 in 1898 to \$1,820,927 by 1900 to \$4,506,785 by the middle of 1902. Deposits also steadily increased from \$8,508,700 in 1898 to \$10,604,448 in July 1902.⁹⁰

Then in the midst of the financial success a scandal rocked the bank. Investigators discovered that the long-term assistant cashier and the paying teller, also a member of the Salt Lake City Council,

⁸⁸ *Utah Gazetteer, 1892-93* (Salt Lake City: Stenhouse & Co., 1892), p. 73.

⁸⁹ *Salt Lake City Directory for 1893* (Salt Lake City: R.L. Polk & Co., 1893), pp. 24, 272, 839.

⁹⁰ Correspondence between John E. Dooly, Wells Fargo Bank, and J. T. Hammond, Utah Secretary of State, 1897-1899; Quarterly Statements of Condition of Wells Fargo Bank, 1898-1900.



New Orleans, where the Germanicus passengers debarked, was drawn by Frederick Piercy, who made the voyage a year earlier, for his book Route from Liverpool to Great Salt Lake Valley. Illustrated. After 1855 Mormon immigrants were no longer routed through New Orleans.

Germanicus Passengers:

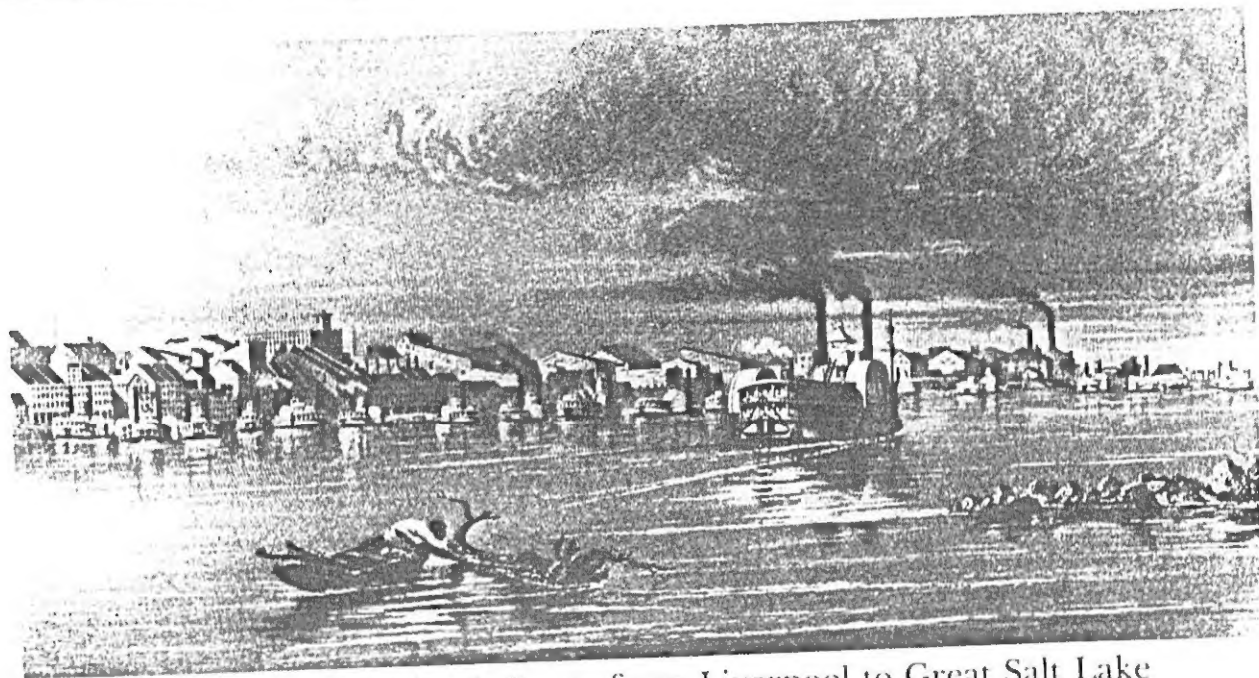
Germanicus Passengers

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A profile of the *German*
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Germanicus Passengers



St. Louis from Frederick Piercy's Route from Liverpool to Great Salt Lake Valley. Cholera took the lives of many immigrants during the summer months on the Mississippi.

dren, ages eleven to three, orphaned. Her husband had died in England the previous November. Fortunately, someone adopted the children and took them to Utah. The eldest subsequently married one of the passengers from the *Germanicus*.¹⁴

Details are not clear, but the disease apparently took hold when the passengers were detained on the quarantine island. One passenger reported, "Our detention at quarantine was not necessary as we had obtained a clean bill of health from the doctor."¹⁵ James Hart

RUSH TO GOLD GAVE IMPETUS TO EMIGRATION

Mormon Battalion Among First to Make Find At Sutter Mill

The restless surge of civilization over the westward frontiers of America less than 100 years ago had the impetus of two great driving forces, the magic cry of "gold" discovered in April of 1849 at Sutter's Mill in California and the exodus of the Mormon pioneers who swarmed over the plains in covered wagons, on foot, and pushing hand carts, seeking the promised land of religious freedom.

As early as 1846 emigrants had been entering California, the scene of the next great movement in western history. In April just three years later, 20,000 California bound emigrants were leaving the Missouri river for the gold fields. Two chief overland routes were taken, first the Santa Fe Trail to the city of that name, and then over the old Spanish road. The second, and the road taken by the "Mormon" pioneers, was the northern route, over the Oregon Trail by Great Salt Lake and the California trail.

The exodus of the "Mormon" pioneers and the rush of gold seekers marked the two great movements of the west. After these groups had passed across the plains and over the mountains, the trails were deep marked and permanent—the trail breaking was over.

Bitter suffering and heroic endurance marked the history of the gold rush to California. In 1846 came the Donner party, the ill-fated group of 80 emigrants caught on the old California trail over the Sierra Nevada mountains in the fall and winter. The suffering endured by the Donner party has become legend in western history.

The gold that focused the eyes of the world on California and started hordes of adventurers braving the dangerous trails of the west, was made at Sutter's Mill early in April of 1849, first by members of the "Mormon" battalion monument.

World Proves Beautiful Place Says Covered Wagon Envoy During Travels



Above is shown the covered wagon which was taken to Denmark by Andrew Jensen, to commemorate the people from that country who

crossed the plains as it entered Rebild Park, where it will be placed permanently. Left to right are seen the oxen driver, Brother Jensen, and Dr. Max Henius, the founder of the park.

BY ANDREW JENSEN
COPENHAGEN, Denmark.—Since leaving London on June 18, we have been exceedingly busy traveling, sight-seeing, collecting historical data in the interest of the Church and visiting the headquarters of several of the missions. From England we crossed the English channel from Dover to Calais and thence traveled by rail to Paris, where we had the pleasure of meeting Elder Daniel J. Lang, the president of the French mission, his wife and several of the Elders.

We put up at Grand hotel de Versailles, No. 50 Boulevard Montparnasse, which hotel is partly owned by Mr. Louis W. Wehrle, an American, who, together with his business partners, visited Utah some years ago and feel very friendly toward our people. He has practically taken care of all Latter-day Saint visitors to Paris for a number of years and treated them very fair, so much so that we have no hesitancy in recommending his hotel to future members of our Church who may visit France.

Visit Cemetery
Among the many things we visited in Paris was the American cemetery where about fourteen hundred of the U. S. boys are buried, who fought in France for the success of democracy. At least ten of these boys who lost their lives in the great struggle were Utahns.

From Paris we wended our way to Liege in Belgium, where we attended the first two days' sessions of the Convention or conference of all the European missions called by Pres. Joseph F. Merrill. At one of the meetings I gave a short talk on the importance of record keeping. We then continued our journey through Germany to Switzerland. At Basel we spent two nights at the mission headquarters and young Elder Ralph Kelly accompanied us to Interlaken where we enjoyed a fine view of the snow-covered Alps and the beautiful Swiss scenery generally.

Go to Berlin

Resuming our journey from Basel, we took an express train to Berlin, where we spent one night at the headquarters of the German-Austrian mission, where we also met Pres. Roy A. Walker's interesting family and a number of missionaries, and the following day, June 25, we resumed our journey to Copenhagen, Denmark. While we found English-speaking people in all the countries we visited, we nevertheless experienced some difficulties in traveling through countries where the native language was not understood by us. Many of those who claimed to speak English have at their command only a very small vocabulary, and so we had all kinds of experiences when we were not with our own American elders who could speak the language of the countries. The everlasting showing of passports, exchange of money and counting of money by the German officials, as we passed in and out of that country, caused us to feel thankful when at last we returned to Denmark where a language is spoken that I know. Considering everything, we got along very well, enjoyed the beautiful scenery of the countries through which we passed; among other things we had a very enjoyable trip for some distance up the Rhine.

Impressed by Beauty

What a beautiful world after all, we live in, which if it had not been polluted by the wicked inhabitants thereof, might still be said to be good as the creations of God were when they first came into existence and the Creator himself declared them to be good. But all these lands we visited have been changed for the worse because the inhabitants have transgressed the laws, changed the ordinances and broken the everlasting covenant.

is being carried on with diligence by the young elders who, to their best ability, are carrying on the work which we, their seniors, endeavored to carry on years ago. We trust the time will soon come that our cry of repentance and return to the right path will be heeded, and that the restored gospel will take root in the hearts of the people, and that practical Christianity will be made to flourish once more in a darkened and fallen world.

AALBORG, Denmark.—On our return from Germany and other countries to Copenhagen, I found that the "Covered Wagon," which I brought with me from America as a gift from the state of Utah to the Danish nation, had already been shipped to Aalborg and there put together again by an able Danish mechanic, and that a couple of oxen had been secured to haul the wagon through the Rebild National park before being placed in its abiding home in the Lincoln Log Cabin. I returned in time to make some useful suggestions, but could not convince the Danish ox driver that Danish oxen could be trained to pull under an American yoke; so they hitched them up in a sort of home-made harness and let it go at that.

Meet Dignitaries

On our arrival in Aalborg we were met by a number of dignitaries and taken to a hotel where we are staying during our sojourn in Aalborg; and the newspapers of the city have been very liberal in using their space for bidding us welcome and explaining the object of bringing the pioneer wagon to Denmark, an act that seemed to be much appreciated by all concerned. This was particularly made manifest yesterday when the presentation of the wagon and the short speeches accompanying its delivery were made to constitute a special feature, or in fact become the main attraction of this year's celebration in Denmark of the Fourth of July.

Unfortunately, the day was stormy which cut down the attendance from an expected 40,000 to about 15,000, but it was remarkable how these hardy Danes defied the descending torrents of rain and kept their place for "listening in" until the program was carried out successfully in all its details.

Prince Absent

The Crown Prince of Denmark and his young bride had been expected to attend, but the crown prince having met with an accident, their seats were vacant. However, the occasion was honored by the attendance of Mrs. Ruth Bryan Owens, the U. S. minister to Denmark, Mr. Th. Stauning, the prime minister of Denmark, the Danish minister of foreign affairs, and other high officials of a more local character. Those mentioned, to-

gether with your humble servant and a few others, were speakers on the occasion. I made a short speech in English and afterwards in Danish, and they were both well received. My daughter, Mrs. Eva Jensen Olson, representing the Daughters of Pioneers of Utah, also made a short speech, presenting Sago Lilies to Mrs. Owens and a pioneer song book to Mr. Robert C. F. Lund, the president of the Rebild National Park Board.

Greeted by All

It was somewhat of an interesting feature that I and my daughter should both speak in the same meeting on such an occasion over the radio in a foreign land. We have been banqueted and feted again and again at different places since our arrival in Denmark and have been the objects of lengthy newspaper articles of a most appreciative and friendly nature. I fully appreciate the change as to the public opinion toward the Latter-day Saints, which has taken place, not only in Denmark but throughout Europe generally in the past few years.

Twenty-four years ago, when I had charge of the missionary work in Denmark and Norway, I met with hostile opposition on many occasions; now I have been received with kindness and treated with hospitality and have been required again and again to answer questions in regard to Utah and her people, particularly that which pertains to pioneer days.

Led Way

I have succeeded in establishing the fact to the satisfaction of the people generally, that the first organized company of emigrants that ever emigrated from Denmark to Utah were "Mormons" who paved the way for thousands of others to follow, but no matter from which angle you look at it, we were the first to show the Danish people the way to America to make homes there; and when others found that we, prompted by a desire to enjoy religious liberty, that we had succeeded, others thought that they could also make a success by going to America for the purpose of improving their temporal conditions. Thus the tens of thousands of Danes who now inhabit Illinois, Iowa, Nebraska, Wisconsin, Minnesota, California and other states, followed in our wake.

I firmly believe that nothing has ever happened in the intercourse between the United States of America and the little kingdom of Denmark which has cemented and intensified friendship between the two peoples, more than has the now accomplished fact of sending the "Covered Pioneer Wagon" to Denmark as a token of love and goodwill between two peoples who possess characteristics that are predominant in both countries.

THE REXBURG JOURNAL, Thursday, October 23, 1980



A lot of team work

This picture was taken in 1927 of Ray Osborne of Ashton when he was freighting from Ashton over the Reclamation Road to Moran. This same picture, greatly enlarged, hangs in the Capitol Building in Washington, D.C.; in the State Capitol Building at Cheyenne, Wyo.' in the Jackson Museum in Wyoming, and in the entrance to the Teton National Forest Headquarters at Moose, Wyo. Osborne loaned the picture.

Ashton to Moran

Osborne Remembers Freighting Days

ASHTON- Ray Osborne of Ashton can boast of being part of what was probably the most hazardous freight line in the history of the United States the Ashton Idaho-Moran Wyoming Horse and Wagon Freight Line.

The line was in existence for 17 years, from 1910 until more modern means of freighting took over in 1927. It was classed as the last major horse and wagon freightline in the country.

On July 5, 1910, the temporary Jackson Lake Dam at Moran was washed out and had to be rebuilt, a task that took six years. Since there was no rail service to that area, supplies for the construction came by train to either Ashton or Victor and had to be taken by horse and wagon to the site, either over the Reclamation Road, which goes through Squirrel Meadows and the Flagg Ranch en route to Moran, or over the Jackson Pass. Thus the line was born.

